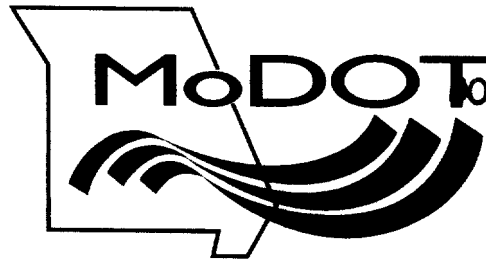


Missouri
Department
of Transportation



Henry Hungerbeeler, Director

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April 9, 2001

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APR 11 2001

FCC MAIL ROOM

The Office of the Secretary
Federal Communications Commission
445 Twelfth Street, SW
Room TW-A325,
Washington, DC 20554

Re: Opposition to the Petitions for Reconsideration.

The use of N11 Codes and Other Abbreviated Dialing Arrangements, CC Docket No. 92-105.

Dear Office of the Secretary:

The Missouri Department of Transportation would like to take this opportunity to provide comments to the petition of wireless carriers, asking the Federal Communication Commission (FCC) to reconsider specific aspects of its order to designate "511" as the national, three-digit phone number for traveler information. This has been identified as "The use of N11 Codes and Other Abbreviated Dialing Arrangements, CC Docket No. 92-105.

Customer expectations and needs will be the major driving force behind development of the "511" service. With the ever increasing use of wireless technology it would be vitally important to have this industry involved in the development of "511".

Public agencies are very interested in the development of this dedicated number. We recognize, that we will be a major source for traffic information and traffic condition data, but many other stakeholders and partners will need to be utilized to make the concept of "511" successful.

The deployment of "511" will cross many institutional boundaries. The service needs to be seamless across these boundaries as well as be multi-modal in the information that it disseminates. No one agency or entity can dominate the "511" deployment. This will need to be a team effort bringing partners from both the public and private sector together to implement a blend of interests together in the deployment.

We recognize that highway dollars are becoming more difficult to come by for all aspects of highway operations. We cannot build our way out of congestion. The deployment of Intelligent Transportation Systems (ITS) cannot satisfy all needs. There needs to be a blend of both to make the transportation community more efficient and cognizant of customer needs such as traveler information.

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List A B C D E

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The State of Missouri has been very active in the ITS area with several major ITS efforts ongoing that will be vital in the development of "511". The following gives some information on each and the possible link to "511":

KC Scout and Gateway Guide- Two urban ITS efforts in the Kansas City and St Louis areas that have brought together many municipalities in the development of incident management and freeway management efforts. These efforts will be integrated into traveler information efforts, which "511" will be key to this information dissemination effort.

Branson TRIP – This is the nationally recognized operational test that brought together many partners in the popular Branson area to provide instant weather and traffic conditions along with other traveler information such as hotel information. This would also appear to be a natural for a source of traveler information that could be accessed by the traveling public via "511".

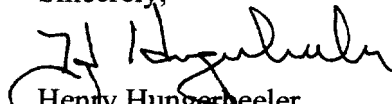
Condition Acquisition and Reporting System (CARS) – Missouri is a core state with Iowa, Minnesota and Washington in the development of a reporting system. This condition reporting system is referring to a dissemination tool to provide information on a multitude of conditions and events. This system is being piloted in three Missouri DOT districts with the vision of it being utilized on a statewide basis and integrated with other ITS activities. These conditions and events could include the following:

- * Current roadway conditions, including weather information
- * Restrictions such as closed lanes and speed reductions
- * Incident and accident location and status
- * Current and planned road closures and alternate routes

There is considerable effort needed to bring "511" to a national deployment that is consistent across borders and is seamless to the customer. The development of this system will allow information to be provided in multiple modes. With millions of cellular subscribers nationally it is vital that the wireless industry be included in the development of this "511" network. There are a lot of technical issues to be worked out and in a manner that is acceptable to both the public and the private sector.

As a member of the 511 Policy Committee, I appreciate the opportunity to comment on the issue of the use of a dedicated phone number for traveler information.

Sincerely,


Henry Hungerbeeler
Director

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